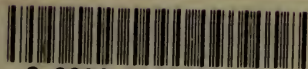


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SPEECHES

ON THE

CANADIAN PACIFIC RAILWAY

AND THE

CANADIAN NORTH WEST,

BY

A. W. ROSS, ESQ., M. P.,

AND

C. F. FERGUSON, ESQ., M. D., M. P.

FEBRUARY 1884.

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ON THE

CANADIAN PACIFIC RAILWAY RESOLUTIONS,

BY

A. W. ROSS, ESQ., M. P.

DELIVERED IN THE

HOUSE OF COMMONS, OTTAWA,

ON THE

19th of FEBRUARY, 1884.

Mr. SPEAKER—In rising to address the House on these Resolutions, I do so with much diffidence, inasmuch as I am a young member, and as so many able speakers have preceded me and have exhausted the subject. But when we consider the importance of this question to the Northwest, and that the interests of the Northwest are so nearly identical with those of the Canadian Pacific Railway Company, I think it but right that some member from the Northwest should be heard with reference to these Resolutions. Now, Sir, a good deal has been said with reference to the Northwest by some hon. gentlemen who are not fully posted as to the facts. I propose to point out some mistakes that have been made. When this charter was granted to the Canadian Pacific Railway Company, the Government had completed a line of railway from Emerson to Selkirk, and east from that to Cross Lake, and from Winnipeg west to Portage la Prairie. The moment they got that charter they commenced the construction of a road from Portage la Prairie westward, with a rapidity that has been a source of pride to the people of the Northwest.

RAPID RAILWAY CONSTRUCTION.

I think the hon. member for South Huron said it was a great disadvantage to the people of the Northwest that this railway was built so rapidly. To a certain extent he is correct. To those people who were in the Northwest previous to the granting of the Canadian Pacific Railway charter, it has been a source of dissatisfaction and complaint; and for this

reason, that previous to the granting of the charter, there were two streams of immigration flowing into that country, taking Winnipeg as a starting point, one to the southwest, towards the Pembina Mountains and the Turtle Mountains, and the other by Portage la Prairie and to Shell River. The people in the southwest expected the road then controlled by Mr., now Senator Schultz, to pass their doors; and the people in the Northwest expected the Canadian Pacific Railway to pass their doors, because the Government in their maps laid down the line of railway they were about to construct as running in that direction, and the people therefore settled there. When the work of construction by the Canadian Pacific Railway Company began, people, instead of striking out in a northwesterly direction, settled along the line of railway. What was the result? The people already settled, instead of finding markets, found no markets; there was a lack not only of railway market, but they were not able to sell their produce, as previously, to incoming settlers. But I take it that the Canadian Pacific Railway Company have other duties and other interests to look after than merely the interests of the original settlers in that country. The interests they had to serve were the interests of the whole Dominion. They had to build a railway from ocean to ocean as rapidly as it could be built; and in that rapid construction they have developed a country which otherwise would not have been developed as it has been. This is a very important consideration, looking

at the matter from a Dominion standpoint. Some hon. gentlemen have said that this has been a disadvantage. I agree that it has been a disadvantage to the original settlers, but not to the new settlers and not to the Dominion as a whole.

CORRECTING MR. WHITE.

The hon. member for Cardwell (Mr. White), made a statement which I am sorry he uttered, because the paper which he edits and controls has shown a fair amount of justice to the Northwest during the past years, so far as I have traced the course of that journal. The other night the hon. member made use of an expression which, as I have said, I was sorry to hear, for when the hon. member used it it was not spoken out of his inmost soul, but in doing so he was pandering to the prejudices of certain people in Eastern Canada. When he compared the people of the Northwest with the early settlers of Ontario, he forgot that they were placed in entirely different positions. We are now at the end of the nineteenth century. Who were the original settlers of Canada? People who had to leave England, Scotland and Ireland. The hon. gentleman said he had heard the tales of early settlers in Ontario. I have not only heard them, but I have seen the difficulties for myself, and I know what the early settlers had to put up with. The settlers who went from the north of Scotland had to make room for sheep farms, and on leaving they saw the smoking ruins of the cottages in which their forefathers were born. They crossed the ocean after a three months' voyage. When they reached this side, the bridge was broken and there was before them either destitution or success. These people settled up Ontario and made it what it is to-day. But at that time the United States had no field for immigrants better than Ontario. At that time their great West was a sealed book, and was unknown, but to-day, when inviting people to go to the Northwest, we have competitors in the great Western States, and in the Northwestern States, which have equal and similar advantages with our country, in some parts a milder climate, and more favourable conditions, but not so fertile a soil, and we must make ready use of our advantages. When the early settler came into Ontario, he carved out a home for himself, although many men were digging their grave by so doing. What

capital did they require? Their only capital was an axe, a harrow and a few other things of trifling cost, and even on these there was no tariff tax. They went to work, built a cabin, made fences and put in crop, and in the winter they were able to go and earn money in the shanties, and they did not require much. What does the settler in the Northwest require? He requires lumber at from \$25 to \$30 per M. for his house, wire for fences, posts and all sorts of agricultural implements; and these are difficulties with which the people in the Northwest have to contend, and which they never experienced in Ontario. I would ask the hon. member if he would be satisfied to go back to the old days and travel in a stage coach, because his father did? If the Grand Trunk had a strike on hand and an election were pending in Cardwell, and the electors were as anxious as the hon. gentleman for him to visit the constituency, would he be satisfied to take a stage coach, because his father in Ontario travelled that way? I think not. We must offer similar advantages in the Northwest to what the Americans offer, and that we are endeavouring to do, by opening up the country and making land laws and regulations to suit settlers.

PRESS MISREPRESENTATIONS.

A great deal has been said with respect to the misrepresentations of the press. As a reformer in the Northwest, I feel very strongly on this subject. I say that the reform press throughout Ontario has misrepresented the Northwest. I have pointed it out to leading members of the press that they are misrepresenting and doing a great injustice, not only to the country but to the farmer, and that if they adopted a different course, nine-tenths of the people in the Northwest would be in thorough accord with the reform party. But they have adopted an entirely different course. The *Globe*, the leading reform newspaper, was one of the very first to advocate the interests of the Northwest, and it pointed out that it had a great future before it. But a change came over that journal. After the Canadian Pacific Railway contract was passed, some of the papers—I will not say all—misrepresented that country. Last winter the *London Advertiser*, one of the most influential reform papers, started in circulation a report that a whole family in my constituency had been frozen to death. It went into the facts that a blizzard came on, that the family were frozen to death, not possessing

any firewood. It mentioned the man's name and where he came from—in Ontario. A long time elapsed before the truth was found out. The leading reform paper of Manitoba, the *Winnipeg Free Press*, set itself to work with vigour and energy to find out what amount of truth was in the statement. It found out that there was no such man in the part of the constituency to which reference was made. The man lived in Winnipeg; he and his family were comfortable; they had never seen a blizzard in their lives; they had never suffered from want of wood, and whenever they required it they went to the market and bought it. I found that this falsehood travelled not only through Ontario, but when I was in England last summer it was being circulated all over the United Kingdom, and was being copied by the press.

THE MANITOBA FROSTS.

The same paper last fall, when the report was in circulation that there was very serious damage done by frost in the Northwest, took credit to itself for being one of the first to let it be well known that serious damage was done in the Northwest. This report was first started for selfish purposes by the leading grain buyers to make a few hundred thousand dollars from buying grain in the Northwest. It is a falsehood, as far as the amount of damage really done by frost is concerned. The report was circulated at first by the largest grain buyer in the country. It was conceived in greed and brought forth in iniquity, fully clothed and developed and set forth in the world by a petty party press. It was first circulated here, and is now being circulated all over England and being republished through Europe. That journal said:—

“One of the reasons for a large wheat crop in the Northwest is the slowness with which it matures, but this is wholly due to the fact that the ground freezes to a great depth; that it takes the whole summer to thaw out. The temperature of the soil is therefore kept at a very low point throughout the season, and the risk from frost is proportionately greater. If your correspondent could prove that there are no greater risks there than here, he would at the same time prove that the productiveness of the country, as a wheat region, has been grossly exaggerated.”

I would simply state that the writer's reasoning is all false. To begin with he says that the frost goes down a great depth in the ground. But it is for that very reason we have an abundant harvest. The experience in Russia, which is the great wheat-growing country in Europe, is that when they have very little snow but heavy frost during winter, in the

following summer there is a heavy wheat crop. The same experience prevails in Minnesota. In the Northwest, the frost goes down deep, and when the hot season approaches the frost is coming out of the ground and stimulates the growth of the grain, and it is on this account that the growth in the Northwest is more rapid than in any part of Canada. Sir, the whole argument is a fallacy. He goes on to say in another part:—

“When our correspondent says that the wheat crop of Manitoba and the Northwest will average twenty bushels to the acre, we believe he is altogether mistaken. We are certain that the winter wheat crop of this western peninsula will not average anything like ten bushels to the acre, and our information convinces us that the estimate of our correspondent is altogether erroneous. One farmer from the vicinity of Turtle Mountain informs us that his average this year will be about twelve bushels, and the average beyond the boundaries of Manitoba in some places is reported as high as twenty, but in others much less. But whether believed to be more or less, is a matter of no consequence. It cannot change the result.”

What has the average crop of one single farm in Turtle Mountain, or the average wheat crop of the western peninsula to do with the average of the crop of the Province of Manitoba or the Northwest? I wish to speak about this damage by frost. The leader of the opposition made use of an expression which I wish to have explained. He said there was a liability to frost in a certain portion of that country. Now, I would like to ask him what portion of the country does he refer to, because our territory extends to the Arctic Ocean, and he may mean the Mackenzie River district. Or does he mean that what happens once may happen again? If that is what he means, I accept the statement, because that frost not only visited us, but extended far south, as far as Iowa and other states where frost had never been known before. If he means that, then the liability to frost extends not only to the Northwest, but over the whole of Canada, and a large portion of the United States, and we are not more liable to frost there than in any other part of Canada. I have seen nine harvests reaped in the Northwest and I have not seen the serious effects of frost before; I have seen delicate varieties of flowers growing in my own garden at the end of September, and even as late as the 5th of October. Last year, however, it was different, but as I have stated this was an exceptional year not merely in Manitoba, but for a long distance

south of it. I would also give the evidence of Senator Sutherland, who is a native of that country, who has lived in it a lifetime, and who informed me that he has not seen damage by frost for the last thirty years; and if that is the case, I think we can safely say that so far as any liability to frost is concerned, we share that liability with the rest of Canada and a large portion of the United States.

DEFENDING MANITOBA.

Now, Sir, there was a statement made in a letter to the *Globe* the other day to which I wish to refer. The writer said:—

“The people and Parliament of Canada would do well to consider the fact that the building of the Pacific Railway is a national speculation at best. The Northwest has certainly not yet been proved a country in which agriculture will flourish, or be more than a most precarious occupation. If 1882 and 1883 were years of normal climate in Manitoba, grain-growing there is a lottery with a very large proportion of blanks. Before pledging the credit of the country for \$35,000,000 more, it would surely be well to wait for evidence that the frosts of 1883 and the floods of 1882 did not make them abnormal years. Mr. Stephen says that his company can fulfil their engagements, but if not granted aid now must call a halt for five years. A halt is just the thing that will suit the general interest. It cannot harm any public interest or any interest that parliament can legitimately befriend, while it will give time to learn the truth as to the capabilities of the Northwest before making the expenditure of many millions that should not be expended, unless the Northwest will certainly return the money, principal and interest.”

Now, Sir, that statement is most damaging, as he affirms that successful agricultural operation in the Northwest is still an unsolved problem, and that grain-growing is a lottery with a large proportion of blanks. This affirmation is not only untrue, but without the slightest foundation to support it. With regard to the floods in the Northwest, that is another matter which the newspapers have exaggerated to such an extent, that it is wonderful to find that their statements are believed by anybody. They had floods in Montreal the other day, and to talk about the injury by floods in the Northwest is about the same thing as to say that the floods in Montreal injured the whole of Canada, the whole of the Eastern States, and nearly all the Midland States, as far as the Mississippi, and should deter immigrants from settling in these states. The floods extended over a few thousand acres along the line of the Red River, and were very limited in extent. I was astonished at meeting some of my friends

from Ontario, who came up to that country who owned land 40 or 50 miles away from the Red River—I say I was astonished at their asking me the following summer how many feet of water was on their land during the Red River floods. Their idea seemed to be that the whole country was covered; and when you take into account the fact that the portion which was flooded at that time was but the merest fraction of the whole country, and that even at places a short distance away from Winnipeg, such as Portage la Prairie, Brandon, &c., the floods were unknown, you will have some idea of the effect of the floods, and the amount of damage that is likely to be done in the whole country by similar floods in future.

EXPOSING THE GLOBE.

The *Globe* says again in an editorial article:

“What benefit has Ontario derived thus far from the opening up of the Northwest, or what benefit is it likely to receive that would justify the imposition of burdens so heavy upon our people? We have seen the very flower of the youth of this province allured to the West by what was said of the fertility of that region and of its vast resources, and we saw thousands of those young men, after much of their means had been wasted, forced to return, or driven wholly out of Canada, by the monstrous regulations framed in the interest of speculator and monopolist. We have seen the value of real estate in this province greatly reduced because of the outflow of the population.”

Now, Sir, I maintain that a paper of the standing which the *Globe* has in Canada, advocating the rejection of these resolutions, and giving as a reason for so doing, that the young men of Ontario had gone to the Northwest, and that, therefore, this province should not be called upon to do any more for that company, is something like the position the New York *Herald* would occupy if it argued that Congress should not pass any bills in assistance of a line of railway passing through the country across the Rocky Mountains, simply because the young men of New York State, and other States, in the east, had gone to better their condition in Colorado and Wyoming, and that, therefore, it was a damage to the country. Another question has been referred to, and that is the colonization companies and the monopoly provisions, as they are called. Here is what the *Globe* of October 19th says:—

“A correspondent of the *Globe* is quoted to prove that larger quantities of free lands ready to be homesteaded have been discovered in Lisgar, and that there has been a rush for them. That this discovery is made only now, shows how bad the management has been. That

there was such a rush for those lands only proves that settlement would have proceeded more rapidly had it not been obstructed by monopoly." *THE GLOBE*

Now, Sir, with regard to these very lands, I have only to say that they have nothing whatever to do with the monopoly; that they are outside of the railway belt, and that they are not covered by the colonization companies' grants. I tried my best to settle those lands years ago, but could not. The people coming in then were determined to rush westward, and nothing could stop them; they were bound to get ahead of the construction party on the railway, and when they reached the Rocky Mountains, and then only, did they come to the conclusion that they had better get lands in the eastern part of the Northwest. Then it was that these settlers wisely decided to settle on these lands within forty to fifty miles from Winnipeg. With regard to what was said by the hon. member for Grey, the other evening, that some young men from his part of the country had gone there, and could not get land, I have only to tell him that to-day I can take his friends and place them on as fine land as the sun shines upon within fifty miles of Winnipeg, and that I can place settlers on these lands to the number of hundreds or thousands. The truth is, that I have seen people going up there like wandering Jews, going over as fine land as could be found anywhere, not once or twice, but five or six times, and they still remain unsatisfied, and would not be satisfied even if improved farms were given them. These are the kind of men who try to find an El Dorado, who try to get perfect farms. I saw a party of them in the neighbourhood of the Souris Settlement, in as fine a country as there is in the world, searching amongst thousands of acres of magnificent country, and still they could get nothing to suit them. These same gentlemen have come up there, and they have come back; and if they ever get to heaven they will not be satisfied to stay there because some of the choicest seats, in their opinion, are taken up.

OUR LIBERAL LAND LAWS.

Another question has arisen with regard to the Northwest. Various newspapers have published articles to show that our land laws are not as favourable to settlement as those of the United States. Although some mistakes have been made, I say that the land laws are more favourable

than those of the United States. *The Globe* of the 17th of October last says:—

"The right of pre-emption was one of the most effectual means of promoting settlement in the Western States. This was abolished by statute last year. The effect of such abolition must be to discourage settlement."

Now, Sir, I hold that pre-emption, as it is known in Canada, does not exist in the United States. What is called pre-emption there is an entirely different thing from that we have in Canada. I wish to settle this matter once for all, because a great deal of discussion has taken place upon it which need not have taken place. I will read the laws of the United States on this subject:—

"Heads of families, widows or single persons (male or female) over the age of twenty-one years, citizens of the United States, or who have declared their intention to become such under the naturalization laws, may enter upon any offered or unoffered lands, or any unreserved lands to which the Indian title has been extinguished, and purchase, not exceeding 160 acres, under pre-emption laws."

Now, Sir, there is no such thing as the privilege of getting a pre-emption alongside of a homestead. Any man who gets a pre-emption in the United States cannot get a homestead. The United States law further says:

"A pre-emptor may submit proofs of residence at any time after six months and obtain title to his land. At any time before expiration of time allowed for proof and payment, the settler may convert his pre-emption claim into a homestead. No person who abandons his residence upon lands of his own to reside upon public lands in the same state or territory, or who owns 320 acres of land in the same state or territory, is entitled to the benefits of the pre-emption laws. The latter provision does not apply to a house and lot in town."

Now, Sir, what is the meaning of this law? That if any man wishes to take up land in the United States he can do so, and he can get that land in one year as a pre-emption by paying for it; but he must not own 320 acres in his own right, and, moreover, he cannot leave his homestead and take up a pre-emption, for a homesteader must live on his homestead, and a pre-emptor must live on his pre-emption. Therefore no man can have a homestead and a pre-emption in the United States. That is the pre-emption law of that country. Another advantage we possess over the United States is that we have second homestead entry, while they have not. We provided for this last session, so that any man can now take up a second homestead in the Northwest after he has got his patent for his first one; and after three years of con-

tinuous residence the patent issues, while in the United States the patent does not issue until after five years continuous residence. Therefore, I claim that our land laws are, on the whole, much more liberal than those of the United States.

BAD EFFECTS OF THE OPPOSITION.

Now, Sir, the course taken by certain portions of the press and by those who are opposed to the Canadian Pacific Railway has been identical. Both are opposed to the Northwest, and the effects of their opposition have been most disastrous in England, not only to the Canadian Pacific Railway Company but to the Northwest, for the interests of both are the same. I believe a great deal of the abuse which has been published against the Northwest, with regard to frosts, etc., has been published in order to injure the Canadian Pacific Railway Company. The effect is to injure both, to impair the value of the Canadian Pacific Railway stock in the English money markets, to check immigration and the investment of capital in the Northwest, and to cause general stagnation of business over the whole of that country. There have been other causes for that stagnation, but these things have helped to increase it. Is there any foundation for these attacks which have been made on the Canadian Pacific Railway? Is there anything in the nature of the Northwest to show that it would not support a railway? I hold that in Manitoba alone there is going to be business enough to support the Canadian Pacific Railway.

WHEAT YIELD OF MANITOBA.

Take the statistics of last year, which have been collected by the deputy minister of agriculture for the province, who has been very active and painstaking in collecting them. They show that last year there were 457,216 acres under cultivation, of which 208,674 were under wheat, yielding an average of 23.69 bushels to the acre, making a total yield of 4,799,571 bushels. It was thought at the time these results were published that the average yield claimed was too great—that the result would not bear it out. The deputy minister, with his accustomed energy, went to work and got returns from the threshers in the different parts of the province, and they bore out his report within a fraction; our exports this year was about 2,500,000 bushels. Now, Sir, we have an estimate that next year

there will be 377,624 acres in wheat which, at twenty bushels to the acre, will give a total product of 7,553,480 bushels. In addition to these, I have got statistics from the assistant land commissioner of the Canadian Pacific Railway, showing the amount of breaking and back-setting in the Northwest Territories. The statement he furnishes shows that 87,000 acres of the Canadian Pacific Railway lands alone are broken and back-set, ready for seeding next spring. If they yielded twenty bushels to the acre, that would add 1,740,000 bushels. I have not been able to learn the exact number of sections of government land which have been settled in the Northwest, outside of Manitoba, but a large addition can be made on that account. These figures show that the total yield of wheat in the province and the territories next year, under ordinary circumstances, will be 9,293,480 bushels, so that we shall have at least 6,000,000 for export. That may not seem a very large amount; but when we consider that during the past year the total exportation on the St. Paul & Manitoba road, which has the largest percentage of the wheat-carrying trade of all the railways in America, amounted to 13,000,000 bushels, and that that road will carry this year no more than 16,000,000 bushels, we may conclude that the Northwest will do pretty well if, in the second year of its exportation, it will have a surplus of 6,000,000 bushels. In the following years the product will increase much more largely. At this rate of progress, I estimate that the wheat yield in five years from to-day will be over 20,000,000 bushels in the Province of Manitoba, of which we will have at least 16,000,000 for exportation, or as much as the St. Paul & Manitoba road have carried over their line this year. This is more than the Canadian Pacific Railway could really carry out of the country. Taking the 30,000 farmers now in Manitoba, and supposing that each cultivated only thirty-five acres of wheat, and that each acre gave twenty bushels, we will in five years have a yield of 21,000,000 bushels, that is, if immigration should entirely cease, and these farmers should only cultivate thirty-five acres each; but with the large number of immigrants coming in every year it is impossible to give an approximate amount of the production in the time. Yet we are told that there will not be sufficient traffic to make the Canadian Pacific Railway pay expenses.

FUTURE AGRICULTURAL GREATNESS.

I hold, on the contrary, that the traffic on that road is going to be so great that the Canadian Pacific Railway will not be able to carry it all. The hon. minister of railways, I think, went over the mark when he said that 320 acres would be cultivated by a single man; but supposing in seven years from to-day there would be 100,000 farmers in the Northwest—and this would only give us 50,000 a year of increased population—and supposing that each one cultivated 80 acres, yielding twenty bushels an acre, that would give 160,000,000 bushels. If we cannot do this in seven years we can do it in twelve, for there is certain to be more than 100,000 there then. Take the wheat grown in India. It is not ten years ago since wheat was begun to be exported from that country. In 1875, 1,500,000 bushels were exported from India to England; last year 35,000,000 bushels were exported. From the American continent the exportation last year was about 75,000,000, making a total of 110,000,000 from India and the whole American continent. I am satisfied that under favourable circumstances and with the progress our Northwest is making, we will be able in twenty years at furthest to send as much wheat to Europe as was sent from the whole American continent and India in the past season. This means that the Canadian Pacific Railway will not be able to do the work in a few years, and before long they will be building a double track from Winnipeg to Port Arthur; in five years they will have more trade than they can carry, and it is important that other outlets for the carrying trade should be provided, for the growing trade of the Northwest is not confined to wheat alone.

OTHER RESOURCES.

We have a large cattle trade in the ranches of the west to develop, and lumber trade, and the minerals and mine to be developed, which will furnish a large amount of traffic. Next season, I am satisfied we shall have 10,000 men prospecting in the Rocky Mountains and opening up new avenues of trade. Look also at our large coal fields. In one section of land alone there are 11,000,000 tons. And when I say that we have thousands of those sections, you will be able to get some idea of the vast amount of coal in this region. The lumber and coal trade will

furnish a large traffic for the railway, and these products will be all sent to the eastern and middle parts of the territory, while the cattle will be sent to Eastern Canada.

OTHER OUTLETS.

In view of the rapid development that is going to take place in the Northwest, it is more necessary to the people of Eastern Canada that the road should run to the north of Lake Superior than it is to the people of the Northwest, who, to-day, have their outlet by Port Arthur, which gives them all the outlet they require in summer, and a winter outlet by St. Paul. But if the people of Eastern Canada want to control the trade of the Northwest, it is absolutely necessary the line should be built north of Lake Superior. How is the general trade and merchandise of the country to be carried if not carried over that road, otherwise a large portion of it will go to St. Paul and Chicago. It is said that the construction of the Hudson's Bay road would be disastrous to the Canadian Pacific Railway. I hold the contrary opinion. I believe that if the construction of that road were started to-morrow it would give such an impetus to enterprise, it would so develop the energy of the people, and trade would so rapidly increase that the Canadian Pacific Railway would, in the meantime, receive great benefit; and if the road were built to Hudson Bay the traffic would be so great that both roads would have all that they could carry. It would be very important to the Canadian Pacific Railway, to the Government, and to the whole country that the Hudson Bay Road should be started as speedily as possible, and the more we consider the Northwest the stronger must be our conviction that not only two, but a dozen lines of railway will be necessary there in the near future.

QUALITY OF LANDS IN THE NORTHWEST.

A great deal has been said about the land along the line of the Canadian Pacific Railway west of Moose Jaw, and I was prejudiced myself against the land owing to the reports I heard of it. But I have since travelled over it, and I have travelled over the land along the lines of the Union Pacific, Kansas Pacific and the Northern Pacific, and I can state from my experience, and from the knowledge I have of the soil, that the land along the line of the Canadian Pacific Railway is much better than that along the lines of the three American roads. There is no line of railway in America of the

same length as this 900 miles, from Winnipeg west, which passes through such uniform good land as that through which this line passes. For any 300 miles west of Moose Jaw, there is better soil to be found than along any 300 miles over any line of railway in Canada. The soil, Sir, is excellent. But here comes the question about the dryness of the climate. I have my own opinion about that. I saw farms cultivated on the Union Pacific and on the Northern Pacific with dryer climates, producing good and fair crops, and if they can produce fair crops in that climate, I do not see why we cannot produce as good and much better crops in the Northwest, where the climate is not so dry, where there is more moisture, and where the soil is infinitely better. I examined the grass in the Northwest country, and I came to the conclusion that, where such grass as that can be grown, though it does not compare with the grass in the east part of that vast plain, there is moisture enough in the soil to produce any quantities of crops we wish. The great thing for the settlers in the Northwest, in that part of the country considered barren, is to sow their grain either late in the fall or in the early spring, or on the snow, and I am satisfied that, with the moisture of the snow and with the early rains, the crops will be prepared to stand any drought in the summer. People in travelling across that country came to the conclusion that, because the grass is short the country must be poor. If you took a gentleman from Kansas, who never saw a wooded country in his life, and brought him through Canada and showed him a hemlock forest, and the magnificent trees in it, and then showed him a forest of beech and elm, he might, in the same way, come to the conclusion that, in the hemlock forest, where the trees were so large, the soil is very fine, and that in the smaller forest the soil is inferior. It does not follow. The grass which grows in the Northwest plains is peculiar to that country itself, and it does not follow that, because the grass is short and apparently withered, the soil is poor. That grass is peculiar grass, and when people travelling over that country in August or September, or even in July, see the grass brown and coloured, they come to the conclusion that the country is withered up and good for nothing, whereas the grass is hay with its roots attached to the soil, undergoing a curing process. That is why it is fit for ranche

purposes. If it did not undergo that curing process in the summer months, it would rot and be fit for nothing in the winter; and that is not confined to the Northwest, but is the case throughout the plain on the eastern slope of the Rocky Mountains, and extends down to Texas, and the people at first sight do not understand the nature of the soil in that country. I hold, further, that in no part of the American continent—and I think I have taken most of the lines through the best parts of the United States—do you find so much good land in one solid bulk as in the Northwest, and this is the country that is to support the Canadian Pacific Railway.

FUTURE GREATNESS.

Why, Mr. Speaker, in that vast country we have a heritage that the people of the Northwest themselves have not commenced to realize, and the people in eastern Canada have not commenced to dream about. The people in Eastern Canada seem to think they know all about the Northwest because they have read about it. They know no more about it, they have no more clear and defined idea about it, than they have of heaven from reading about it. They have a vague and indefinite idea, but they must go there and see for themselves before they can realize what it is. The extent of that country is so vast, its resources are so varied, that we who have been there for years have not yet commenced to take in the situation and realize the future which is in store for us. In that country there is an infant, in swaddling clothes, if you will, spoon-fed, perhaps, but he feels within him the power of a mighty giant, which, in the future, will be felt throughout the world and Eastern Canada as well; and we hope that when that day arrives, when that power is felt by Eastern Canada and the rest of the world, Eastern Canada will take pride in it and recognize the fact that it is part of one common heritage. We are only now beginning to feel the dawn of inspiration of our future greatness coming over us, and before it rises into meridian splendour, we hope the people of Eastern Canada will begin to see some faint streaks of that splendour. I hope and trust they will.

COST OF TRANSPORTATION.

One question that comes home to us is, what is going to be the cost of transportation of grain in that country? Is it to be so cheap that the farmer in the Northwest can make a living?

If not, then the country is a failure, and the Canadian Pacific Railway is a failure also. I find that the Canadian Pacific Railway Company will be able to take grain from Winnipeg to Montreal, *via* Port Arthur, for 25 cents a bushel at most. Take grain in Chicago. It takes about 9 cents—8c to 9c—a bushel, take it year after year, to bring grain from Chicago to Montreal. Now, the grain in the Northwest, our hard wheat in the Northwest, is worth about 10 cents a bushel more than the grain in Chicago, showing that they have only a few cents the advantage over us in the wheat-growing trade of our country in the future. Take the prices to-day in the Winnipeg market. First-class grain that has not suffered from frost is only 13 cents a bushel less than wheat sold in Chicago. If that is the price to-day, if the Canadian Pacific Railway sees fit in their wisdom—and I believe they will—to build large elevators for the storage of grain at Port Arthur, elevators which will store millions and millions of bushels, to bring it down in the winter time and store it and send it on by lake boats in the summer, I feel satisfied that grain can be taken in that way from Winnipeg to Montreal nearly as cheaply as it can be taken from Chicago to the same port, taking into account the superior quality of our grain. Thus, I believe, that the farmers in the Northwest, if they get over their present troubles, if they get upon their feet again, and the Canadian Pacific Railway Company acts with wisdom in regard to that country and in preparing proper elevators for the storage of grain, have a bright future in store for them, even if no other railways were built in the near future.

IMPORTANCE OF C. P. R. TO DOMINION.

The opening of the line north of Lake Superior is very important to the people of Ontario. By that line grain urgently required by eastern millers will be conveyed, and a large share of the implements required by Northwest farmers purchased in Eastern Canada will go over this line before the opening of navigation, and the amount of passenger traffic will be very large. A great many people have said we are building this road for the Northwest. We are doing nothing of the kind. The people in Winnipeg are satisfied even if the money is not to be spent there. Not one dollar of that money is to be spent there, but most of it on the line east of Port Arthur, in the Province of Ontario and the Province of

Quebec, or at least, it will filter through those channels. We may get some of the money spent in the Rocky Mountains. Judging from the past, it will be only a small portion of the money spent on construction, that will be spent in Winnipeg. But it is not for the people of Winnipeg, but for the people of Canada that that road is to be built. In the Province of Ontario, the railway is opening up and developing 8,000,000 of acres of arable land along the line. We in Winnipeg do not grumble at that. We only hope it will open up 80,000,000 of acres of arable land, and so make it more successful than it otherwise would be.

THE N. P. AND DISALLOWANCE.

We have been bearing our fair share of the burdens of the country. We went into confederation knowing we should have to bear our full share of those burdens. We are prepared to do so. We have paid more *per capita* than the rest of the people of Canada. We have put up with the national policy, and this is the first year we have ever grumbled, because the people of the Northwest believed that, in the interests of Canada, the national policy was necessary, in view of the vast expenditure of money which was going on, and they were getting their fair share of it. As all the rest of Canada believed, in its wisdom, that the national policy should be passed, we did not complain, though we were the principal sufferers. The farmers of the Northwest were buying their implements, but they did not complain. The increase in duty was made last year, and the result was that the farmers, who were suffering from other causes, who were suffering as well from severe frosts, found the duty a grievous burden, in their opinion, and it is only now they are beginning to complain, and wish the duty thrown off. We are prepared to take our fair share of responsibility in connection with the building of the Canadian Pacific Railway, and we are not so interested as some people in Eastern Canada imagine. A great deal has been said about the monopoly clause in the charter. That is not so important to the people of the Northwest as some think. The monopoly clause does not affect the old Province of Manitoba, which was exempted from the operation of that clause. This is held by the company, by the Government, and we hold it in the Local Legislature. But the Government considered it for the best interests of the country, and saw fit in their

wisdom to cancel some of these charters. But if you struck out the monopoly clause it would not make the position for Manitoba any better, because the Government could still exercise the power they have under the British North America Act, to cancel any charters connecting our country with the other Provinces, or with the United States. To do away with the monopoly clause would be of no benefit whatever, unless we had an assurance from the Government that they would never exercise that right again. But there is only one line of railway outside of the proposed Hudson Bay Railway that can at all begin to compete with the Canadian Pacific Railway, and that is a railway that would come down to Duluth and reach the nearest port where vessels can be loaded with grain. Therefore, I do not think the interests of Manitoba are so much affected that the monopoly clause should be struck out, because the Government can still exercise the power under the British North America Act.

NECESSITY OF AIDING C. P. R.

Now, what would be the consequences of rejecting these Resolutions? The consequence would be a general paralysis and stagnation of business all through the Northwest. To-day there are millions of money in England ready for investment in Canada, but capitalists there are waiting to see what we are going to do with these Resolutions and watching the coming season in the Northwest. In the past, English capitalists have invested in Canadian securities only to a small extent—except Government securities. They have invested in Grand Trunk securities, and we all know the result. They were dissatisfied; it is not a paying security; and the consequence is that English capitalists have been disinclined to invest in Canadian securities. They prefer to send their money to India, Australia, New Zealand and the United States. If you go to London you will find a great many business houses exclusively engaged in financial operations in these countries I have mentioned, but very few engaged in similar operations with Canada. But to-day English capitalists stand waiting to invest millions in our Northwest in case the Canadian Pacific Railway Company succeeds in opening up that country. In the City of Denver, even, you will find many buildings erected by British capitalists, and that State and others have been developed almost entirely, or very largely, by English and Scotch

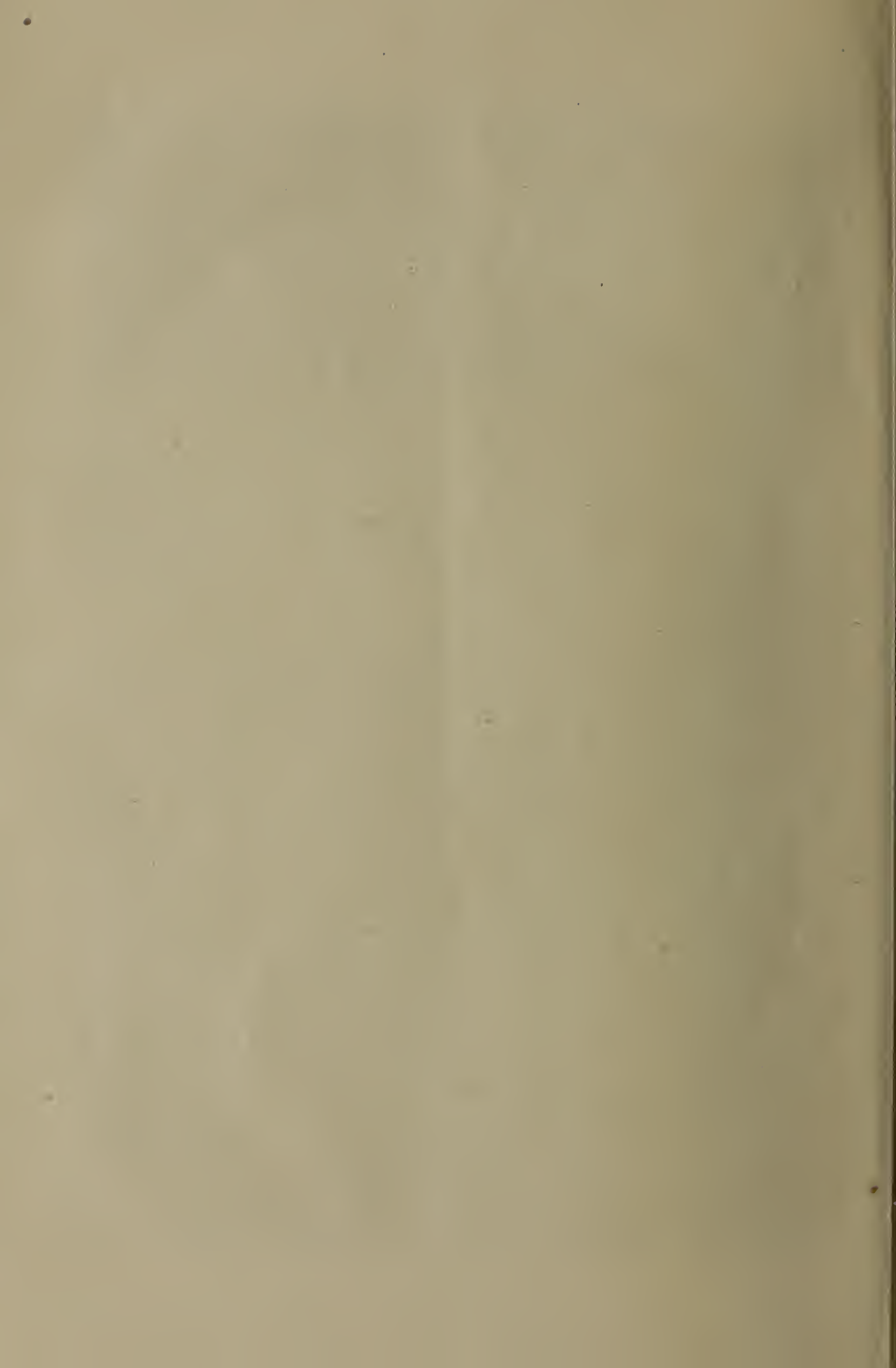
capital. It is well known to-day that, if this railway goes on and develops that country as we expect it will, millions of money of foreign capital will flow into it. In that country, Sir, the people of Canada have a heritage so great that they scarcely deserve it, because they do not appreciate it. It is in that country that a true Canadian sentiment, a true sentiment of

CANADIAN NATIONALITY,

is to arise. It is there that the sons of Prince Edward Island, Nova Scotia, New Brunswick, Quebec, and Ontario are to be found labouring side by side, working out their own destinies, and at the same time working out the destiny of their country. And, Sir, if there is to be a Canadian national sentiment, a national sentiment, such as is possessed by the people of the United States, you will find it growing up and taking root in the great Northwest. To-day we are but a bundle of twines and not a strong rope. I say that the completion of the Canadian Pacific Railway will contribute to the rapid development of that country, and to the growth of a national sentiment. I hold that it is one of the most important needs of this country to have one common feeling of sympathy and pride uniting the people of the several provinces. We want a country that we, as Canadians, can be proud of, and I think the completion of the Canadian Pacific Railway, giving us a line of railway from ocean to ocean, the largest line of railway in the world, with a country unsurpassed for fertility, and a climate almost perfect, I say, I think when we have a country thus opened up and developed, we shall be proud of it, and the national sentiment will become strong. Sir, there is no more intelligent and progressive people in this country than are to be found in Manitoba and the Northwest. There are no more enterprising people anywhere than are to be found there; and none, Sir, so intelligent ever settled any Province or any State in the Union. I think, Sir, that if ever a Canadian sentiment is to arise at all, it will arise in the Northwest. If there is ever to be a question on which we can all unite as one man, that question will be the development of the Northwest, along with our national highway, and if we cannot agree on that, then, I say, confederation is a failure. If the Northwest is a failure, then Canada is a failure, and the sooner we realize that fact the better. Sir, the destiny of Canada, for the next five years, is involved in these Resolutions, is involved in the question

now before the house, and hangs upon the vote to be given here to-night. If that question should be decided in a certain way, disaster and ruin would overtake, not only the Northwest country by keeping back immigration and retarding its prosperity for many years, but disaster and ruin would overtake the whole of Canada. I say it would be very difficult indeed, for many years to come, to give such an impetus to the development of that country, as the construction of this railway has been giving it for the last few years. It would shake the confidence of men who have invested there or intend to invest there, and would seriously check im-

migration, and send a chill through the whole of the business circles of Canada. And, Sir, it is of the utmost importance, that just at this moment, when capitalists are thinking of aiding in developing our common country, we should not only throw no obstacles in the way and shake their confidence, but show that we have faith in the future ourselves. Mr. Speaker, I shall have much pleasure in supporting these Resolutions, not only, as I said, from a Northwest standpoint, but from a Dominion standpoint, because I believe that if they fail, the result would be disastrous to both the Northwest and the whole Dominion.



NORTH-WEST TERRITORIES

HISTORIC DESCRIPTION OF THEIR RESOURCES—CLIMATE, SOIL PRODUCTION AND CONDITION OF SETTLEMENT.

The following is the Hansard report of the speech of Dr. Ferguson, M.P. for North Leeds and Grenville, delivered in the House of Commons on Friday evening, Feb. 22nd, during the debate on the Pacific Railway resolutions :—

Mr. FERGUSON, of North Leeds and Grenville, said :—I am anxious to see this discussion come to an end, but I nevertheless feel called upon to refer to some statements that have been made by some hon. gentlemen on the other side of the house, which are so at variance, in my judgment, with the truth in relation to the Northwest that I should be recreant to my duty if I permitted them to go uncontradicted. The hon. gentleman who has just taken his seat (Mr. Trow) remarked that some of those who had spoken favourably of that country had gone up there on fast trains and on a free pass. Well, I visited that country, and I went up on neither. I went up on a purchased buck-board, bought with my own money. In about two months I traversed nearly 2,000 miles of the prairie country; consequently, I can speak from personal observation, and more than that, I want the house to understand that I am speaking as a thoroughly practical farmer—indeed, I am almost egotistical enough to say that in respect to the character of the soil, I would put my judgment against that of any hon. gentleman in the house. Before I reached the extremity of that country, my previously favourable opinion was verified by the indications of growth I saw there. In the few remarks I propose to make upon the Northwest country, I shall speak as a practical farmer. I went there neither as a speculator nor as a tourist, but with a view to satisfy myself of the agricultural capabilities of the country of which I had heard and read so much. I can venture this assertion, and I do it without

fear of contradiction successfully, that it will yet be found, and in a very early period, that the

GREAT GRAIN AND FOOD PRODUCING REGION

is west of Moose Jaw. (Hear, hear.) As I said before, I have travelled over the country on a buck-board, leisurely, going where I pleased, and I was not confined to the railway and looking out of car windows, as was attributed to many hon. members by the hon. member for Perth. I saw west of Moose Jaw, west of Medicine Hat, and south of Calgary, as fine wheat, oats, pease, and barley grown on the Indian farms and on the farms of some settlers who had been there for some fifteen or sixteen years, as I have even seen grown in the most favoured agricultural districts of Ontario, and I think I live in one of the best. As to the district between Moose Jaw and Medicine Hat, of which we have heard so much as being a barren desert, many who have gone over that country are quite mistaken as to its character. The hon. member for Lisgar (Mr. Ross), the other night explained to some extent the cause of that misapprehension, saying that it was owing to the character and colour of the grass. That country, for a couple of hundred miles along the railway line, is covered with buffalo grass. Many hon. members do not know exactly what that is; I did not until I went out there. It is not long, wavy, bunchy grass, but a short grass, not more than from three to five inches in length, and owing to the early spring, it matures about the first part of June. It cures on its foot and turns white. It is not burned, but simply ripened on its stock; and anyone who has driven a pair of horses over it for a month, with no food except that grass, must know that it is nothing else than matured hay. There is sufficient moisture in the soil to produce a

second growth of grass, which will be from three to five inches high by the 1st of August if the country is not burnt over by prairie fires. It is simply because the season is so much earlier than it is in Ontario that persons unaccustomed and not looking carefully at the face of the country, miscalculate the character of the province.

THE FUEL AND BUILDING MATERIAL.

Mention is made of people leaving there on the ground that there is neither water, fuel, nor building material. I will confine my remarks on these points chiefly to Alberta, regarding which the hon. member for Marquette (Mr. Watson) should have informed himself before he addressed the house. As to wood for fuel, there is not much in that country, but nature, through its wisdom, has compensated that district by supplying an almost unlimited quantity of coal. The result of my observation is that I can unhesitatingly state that in the whole Province of Alberta I saw no place, nor do I believe there is a locality, where a farmer with his own cart, need haul fuel more than a distance of five miles, and in half the cases within that distance. As to building material, as far west as Brandon—I am now coming back to Manitoba—I know good building material. American pine and our own Rat Portage pine, is sold within a few cents per thousand as cheaply as it can be purchased to-day in the lumber yards at Ottawa. (Cheers.) I saw as good dressed siding for buildings sold retail to hundreds of people at \$25 per thousand, as you see in the Ottawa market to-day. Doors, frames and window sashes, with glass, can be bought even cheaper than in Ottawa.

Mr. WATSON.—I never saw good siding sold in that country at the prices named.

Mr. FERGUSON (Leeds and Grenville).—I did, and I did not hesitate to help men who went from my county to load some of the lumber on their waggons. As to the price of fuel, there is such an abundance so easily reached, that with ordinary and reasonable opportunities given to mining companies by the government, which, no doubt, will be given, and such rates as I found proposed for the transportation of coal by the Canadian Pacific Railway, coal will be supplied almost as far east as Winnipeg—I know as far east as Brandon—to settlers all along the railway line and to the villages and towns which are rapidly springing up, within twelve months

from to-day, at 25 per cent. less than coal of the same character is now supplied to towns and villages bordering on the banks of the St. Lawrence. (Cheers.) As to the question of transportation, I do not wish to divulge the profits of any coal miner, but I have the most reliable information that coal can be put on the surface there with very large profit to miners, at \$1.50 per ton, and the agreement for transportation which was being made while I was there, was 40 cents a ton per 100 miles. (Hear, hear.) Anyone can calculate the cost to carry it 400 miles and lay it down.

THE WATER SUPPLY.

As to water: there are places in that country where water is scarce, but that only applies to a portion of the country immediately beyond Moose Jaw. It is not that there is not water in the soil. Here is the difficulty: All over that district there are immense deposits of pure tenacious clay, almost pure aluminium, that is, clay without any porosity whatever, and so the water only permeates the gravel beds. When you find a district thus overlaid, you will find no water except surface water until you penetrate a gravel bed; but these districts are very few and scarce. Mention has been made of a locality where the railway company went 300 feet to find water. They did that to suit their own convenience at a special point on a railway line. I know, as a matter of fact, that at a station west of that point, a man who went to start a store there, acting on my suggestion, went to the side hill and sunk a well into the gravel instead of boring down into the clay bed. I had to go south, and on returning ten days afterwards, I drank from a bucket of water taken from that well which was only twelve feet deep, in which there were five feet of as pure water as I ever drank in my life. (Cheers.) This difficulty in respect of water only applies to the central portion of the Province of Assiniboia. Running east from the mountains, through the Province of Alberta and south of the North Saskatchewan, there are from eight to ten beautiful rivers, the character of the water of which, unless seen, cannot be appreciated. We all talk of the beautiful water of the St. Lawrence, but that cannot compare with it. As an experiment, I dropped a five cent piece into one of the streams, and I distinctly distinguished it at the depth of a long fishing rod which I had at the time. This is the char-

acter of the water, and it is so cold that in the middle of August it takes a vigorous fellow to take a dip into it. As to the

CHARACTER OF THE COUNTRY,

I state most unhesitatingly—and I believe that observation on a more extended scale will shortly verify my statement—that in no portion of Ontario is there a smaller proportion of land unfit for agriculture than in the district of Alberta. (Cheers.) I travelled there for days, and in various directions, and from one hill, or rather from one beautiful, rolling, undulating slope to another, and I frequently saw thousands of acres in one valley of the finest loam that the sun ever shone on. I say, as an agriculturalist, that I never left any portion of the earth which I have visited with such a degree of reluctance as I left the district of Alberta. My hon. friend from East Hastings (Mr. White) spoke about living out in the snow. I may say that I only saw snow there one afternoon, but I was told that it was eighty miles away. I saw it from Calgary, and speaking of that place, I may say that the man who has not visited Calgary has not yet seen one of the most pleasing sights, one of the finest landscapes that could be presented to any man's view. I am not very much in the way of quoting poetry, but if Calgary is not yet the loveliest village of the plain, it certainly is the loveliest plain in which a village was ever situated. A finer site for a town could not have been selected, for they have abundance of water, they have coal in the immediate neighbourhood, and in the mountains they have timber, and they have mines. I believe that in a short period that town will be the rival of Winnipeg, and before the next ten years are round the people of Alberta will be knocking at the doors of this parliament for a charter of incorporation, as by that time, I am sure, they will have attained the limit of population provided by the British North America Act to entitle them to provincial incorporation. There seems to be some dispute as to the

MERITS AND DEMERITS OF THE TARIFF

as affecting the price of agricultural implements. One implement, which was more especially referred to, was reaping and binding machines. I admit that I did not price them, but I did price reapers, mowers, horse rakes, wagons, and ploughs, and I am satisfied that with regard to those of which I knew the value myself, they were sold in that coun-

try, in many instances, cheaper, and in no instance dearer, than in Ontario, and cheaper than they were before the operation of the tariff, and in many instances of better quality. As to the supply, I might take Brandon as an example, and I am satisfied that it would take a most ingenious man to stack upon an acre lot the quantity of agricultural machinery carried over there this winter. As to the

RAPIDITY OF CONSTRUCTION AND THE LOCATION

of the railway, I may say that I had some doubts about the location before I visited the country and took in the topography of the region. The road, I am satisfied, runs through as good a portion of the country, in an agricultural sense, as the northern line, and it has this advantage, as has often been stated by the Minister of Railways, that it is 100 miles shorter, a most important item in a national railway. In my judgment, if the character of the country, on the northern line, is as represented by the hon. member for Perth (Mr. Trow), it will be rapidly penetrated by railways; in fact, it is being so penetrated already; and the main national line being to the south of that country, we will be able to secure to the main line, as now situated, the whole carrying trade of that immense region lying to the north and west; whereas, if it had been built on the northern survey it is possible we might have competition to the south, which, of course, is impossible under existing circumstances. The member for Perth also spoke about the difficulties of settlers to the north drawing their grain for hundreds of miles; but if a road had been built to the north the people in the southern part of the country would have had the same difficulty to contend with. (Hear, hear.) The real difficulty is that the country is so vast that it is impossible to construct a railway to every man's door or to every little town in the two years during which the road has been operating. Just here I may remark as to the character of the road-bed itself, it is equal to—and stations and other equipments, superior to any of the older American Pacific lines.

AS TO BRANCH LINES,

there appears to be some discrepancy as to the policy of hon. gentlemen opposite. One hon. gentleman argued that the money should be spent all on the main line, while another declared that the prosperity of the country was

being impaired and settlement paralyzed because branches were not built. This is a discrepancy the hon. gentlemen can reconcile amongst themselves, as they please. (Hear, hear.) There is one branch line, however, which would be of vast importance to the country. Many settlers were induced to go into the southern part of Manitoba, that part south of the main line, in consequence of the hope that the Manitoba and Southwestern would be constructed; but that road having been suspended, for some cause or other, and the Canadian Pacific Railway having acquired its charter, I think it should be pushed forward as rapidly as possible, because there have been settlers there a longer time without railway facilities than in any other part of the country that I am aware of, and I think their claims should be well and carefully considered. (Hear, hear.) As to

THE FARMERS' DELEGATES,

the hon. member for Marquette (Mr. Watson) denies that there was any political cabal in Manitoba, or that the movement originated for political purposes. Now, I chance to know something about that movement, as I happen to have some friends in the hon. gentleman's own town, as well as in Brandon and Winnipeg. If, as the hon. gentleman claims, that movement was strictly in the interests of the country, he should have been one of its leading spirits; but he says: No; I am afraid of my political position; I will not join in it at all, else somebody will find fault with me. The very fact of his absenting himself from the meetings under that pretext, and taking no part in the proceedings, is an evidence, to my mind, that he was satisfied of the dishonestly of the whole movement (Cheers.) As to the character of the men sent down here as delegates, I am going to give a little comparison in a professional way. If the medical profession were to hold a convention in their interests, in, say the province of Ontario, I am quite sure that they would not send carpenters or blacksmiths, or even lawyers, if you like, to represent them, but medical men. There is an association of farmers, so called, recently formed in that province, who send down here, as they claim, delegates to represent the farmers of that province and their interests. These men to be true representatives should be farmers, men fully understanding the situation. And the farmers' grievances, if they

have any—but no, not one of them—it is a question in my mind, if any one of them even cultivated one square rod of land. I doubt if either of them to-day knows peace from buckwheat; still, they come here to present the grievances of the farmers of Manitoba to the Dominion Parliament. The proposition is simply absurd. (Hear, hear.) In the neighbourhood of Brandon, there are two or three men, whom I happen to know, prominent and successful farmers, old residents, and notoriously political friends of the hon. gentleman, and I would ask him why did not such men as Mr. Sifton, Mr. Mackenzie, or Mr. Gier, and others of that character, come down on this delegation. But not one of them came; they were sensible, prudent men, who would have nothing to do with this little bit of political clap-trap, which case was worked up in the *Globe* office, on King street, Toronto. This was the place where these bomb-shells were prepared, which were to burst upon the country, to the dismay of the present government.

SATISFIED AND DISSATISFIED SETTLERS.

Now, I travelled, as I said, on a buckboard. I took occasion when I met a farmer on his farm to ask him: "Well, neighbour, where did you come from?" "Well, I came from Carleton," or Leeds or Dundas as the case might be, I found a large number from Huton and Bruce. Well, I found that every man I met, I may say without a single exception, who was on his farm and went there to make the country his home, and a livelihood for himself and family by honest industry expressed himself as perfectly satisfied, and as having no wish to go back to Ontario. I did find a few growlers—where did I find them? About the piazzas, bar-rooms and reading-rooms of the hotels; and I will venture the wager that 95 per cent. of the growlers were this class of men. (Cheers.) True, my professional friend from Grey (Mr. Landerkin) the other night, gave an instance of one or two of the supporters of the hon. gentleman, now leading the government, going out to that country and not finding where to place their feet. They could not find a spot in all Manitoba, in which to-day there are more than 15,000,000 acres of unoccupied lands, while west of the boundary line of that province there is a country capable of supporting 25,000,000 or 30,000,000, without involving any denser population than we have in Ontario. And yet these informants of my hon. friend, these strange kind of Tories, could not

find where to lay their heads in. (Hear, hear.) I came across one or two men who said they had always been conservatives and voted with the conservative party, that went up to that country and were dissatisfied; on inquiry, I found that they expected something from the officers of the department, contrary to the expressed statute, and did not get it. (Hear, hear.) The law was administered so fairly and properly in the interest of the actual settler that these men had to come back without succeeding in their object. Many of these men were unsuccessful business men—unsuccessful newspaper men—or, perhaps, there was some chap who had been unsuccessful in running an election, and who thought that if he went up there and selected a valuable property, he could get it in some way by bulldozing the government, and immediately realize a handsome sum and return home in a few months pecuniarily happy. These were the kind of men who said they were Tories, and who growled. (Cheers.) These were the only class of men whom I found there growling.

THE LAND REGULATIONS.

I asked: "Well, what is the matter?" "Oh, it is the land regulations." "Well, what do you object to in them?" "Oh," they say, "it is the land regulations." Now as to the land regulations, their advantages were explained so fairly and so fully the other night by the hon. member for Lisgar, that it is unnecessary for me to make any long reference to them. But I feel that our land regulations are so liberal, so generous, and so inviting, compared with those prevailing in Dakota and other western states, that I cannot refrain from mentioning a few of their features. Hon. gentlemen know that one of the first things that meets a Canadian or any other man who goes to settle in Dakota or Minnesota, is the oath of allegiance, especially against Great Britain. (Hear, hear.) Do we impose any such conditions upon any one who goes to our Northwest? No, we say; you give us your citizenship for three years, and we will give you our land; the American term of residence is five years. They exact continuous residence, with us only six months in each year of the three years is required, a special advantage to young men without means. And with reference to pre-emptions, no settler in Dakota can get a pre-emption until he gets a certificate of his homestead, that is, has fulfilled his full year's occupancy and performed the statutory improvements. The result is,

that he is then often obliged to locate his pre-emption 30 or 40 miles away from his homestead, thus separating his family by long distances a great source of inconvenience which need not occur under our system. (Cheers.) In our Northwest, the moment a man makes his homestead entry, he can make his pre-emption entry, and he gets the two side by side; and he receives all the advantages that can accrue to him from his entering for that pre-emption, by the fact of his occupation of his homestead. It is just as sure to him as his homestead, provided he fulfils the necessary requirements of his homestead. So that there is no comparison between Dakota and our Northwest in that respect. And yet hon. gentlemen get up in this House and state that one of the causes of the exodus, which I could not discover, is the inferiority of our land regulations to those of the United States. Now

WITH REGARD TO THE EXODUS,

I found a great number of men in Manitoba from Dakota, from Minnesota, and in the far west from Montana. I met one very intelligent man at Medicine Hat who had been a mixed grazer and farmer in Montana, and he said to me, "As compared with Montana this is God's country." (Cheers.) That was his expression. Now, I have heard it said that there are large settlements of Canadians in the United States, and hon. gentlemen opposite attribute those settlements to the difference in the land laws of the two countries. I say that is absurd and unfair. I know that there are large settlements of Canadians in the western states—whole districts for miles around; but they went there before the present land laws were in force; I am speaking more particularly of Michigan and Illinois, in which there are large numbers of people from my own neighbourhood. Men whom I have lived with for many years have gone out there. And why did they go? For this simple reason: they were led away by the profuse and attractive advertising not only of the American government, but principally of American railway companies that had prairie lands for sale. I remember twenty years ago seeing something that I thought should not have been tolerated by the Canadian people—the immense placards which were hung up at every prominent point in the country. I remember seeing in the Union station at Toronto, and also at Montreal, immense glass cases, about six feet long, containing specimens of all sorts of grain and soil from Illinois, Minnesota and other western

States. I remember one placard in particular. In front there was a prairie scene, with long waving grass, and on one side a herd of buffalo; immediately in the rear were a number of engineers with their instruments set up, and behind them were men laying a railway track; behind that again were three or four ploughs, a reaping machine, a threshing machine, and other agricultural instruments at work, and behind that again were a lot of carts drawing wheat to the railway. Now, what immigrant could resist an advertisement like that? (Hear, hear.) Why, it was a whole lecture in itself. We had no prairie lands to offer at that time, and any young man, or old man either, who was intelligent and vigorous, and was desirous of making a home for himself and his sons at the least expenditure of labour, was not going into the back woods of Ontario, where he would have to cut down maple trees, and ash trees, and elm trees, to make a home for himself and family. Here was a country then advertised by our neighbours, as I have described, completely devoid of all these obstructions and it attracted many of our people; hence the settlement of Canadians in the northwestern States. I know many of these old men were strong in their allegiance to British institutions, but they went there for the sake of pecuniarily benefiting themselves and families, and they lived and died British subjects. I know some to-day who never went to poll a vote; though their sons voted, they did not. (Hear, hear.) What I want to point out is this, that the young people of to-day are just as strong in their attachment to Canada as those old men to whom I refer; and when we have a country more extensive and as accessible, and more fertile to offer to these people, we will not have many more of these American settlements, provided hon. gentlemen opposite do not deter people from going to our own Northwest there by their cries about cold, want of fuel, bad water, blizzards and bad land regulations. (Cheers.)

IN SPEAKING OF THE FROST,

the hon. gentleman says the thermometer went down to 40. I noticed that one day during the present winter on my own verandah at Kemptville, in Ontario, it went down to 35, and the strong wind and the damp atmosphere at the time, I am satisfied, registered more on my feelings and those of any man in this country than 45 would in the clear, dry atmosphere of the Northwest. I know the frost may have a deterring effect

on those who do not thoroughly understand the conditions and the effect it has on that country in an agricultural sense; but it should be remembered that the cold period in the far Northwest is much shorter than it is either in Manitoba or Ontario. Winter comes on in the extreme Northwest about perhaps the middle of November, and men who have lived there ten years assure me that during all that time there was no season in which they could not sow their grain on the first of March, the winter is practically gone about the middle of February. As to the effects of frost, naturally it may be difficult to get through the winter until those people have built for themselves comfortable houses and get cheap fuel. But it has this effect upon the country, that every inch the frost penetrates into the soil during the winter and thaws out in the spring, disintegrates the food elements of the plants which many grow upon it, to that depth and adds to the store value of that country as an agricultural region. We know that as you approach the Mississippi from the north, even as far south as southern Dakota, where the frost does not penetrate to such a great depth, as it does in our Northwest, from six to eight years is about as long as the average lands of that country would preserve its maximum of virgin production, for the simple reason that the frost does not penetrate sufficiently deep, and as no sub-soiling has been attempted, the roots of the plants do not penetrate into the soil that has not been loosened by the frost. And when I state that the roots of the wheat plant will penetrate into loosened soil from two to six feet in search of nutriment, it will readily be understood the important effect upon continuous production of crops that this deep freezing and thawing have—nature performing the most important sub-soiling for the Northwest farmer without cost—which the farmers of the British Isles have to do artificially for themselves at great cost. In the lands in that southern section, which have for years been under cultivation, the falling off, from this cause, is not compensated by the increase through new territory; but our Northwest will preserve her maximum production of that under cultivation for the reasons I have stated for many years longer, so that even at a much less rapid pace of settlement than our neighbours, her maximum will be continued for a much longer period. (Cheers.)

CHARACTER OF THE GRAIN.

There is another feature to which I draw attention. Every hon. gentleman who has paid attention to the zone belts of the earth in which food cereals are produced, knows that it is in the north temperate zones that nearly all the grains are grown, and the nearer the northern limit of that belt in which grain is matured perfectly, the better is the quality of the grain. What I wish to illustrate by this is that we, having to-day in the Northwest Territories, a larger area of the northern temperate wheat-producing belt, fit for cultivation than any people in the world, when we get a fair proportion under cultivation, we will produce a larger quantity continuously and of a better quality than the American States can ever hope to do, and I state what I know is a matter of fact, when I say that wheat near our own boundary in northern Dakota is more valuable than that grown further south. Why is that? Simply because the grain is of a better quality—it is what is technically called, by millers, of a flinty character, and, when ground, will produce more flour, and is also used to mix with the softer grains grown in the southern wheat belt. (Hear, hear.) In the southern belt, the same wheat cannot be grown more than three years successively, because it so softens that the germinating properties are lost and half the seeds will not sprout. A large quantity of our wheat, even as early as three years ago, was taken down to that region for seed wheat, as the hon. member for Marquette well knows. The ultimate result of this will be that when our country is fairly under cultivation, when it has a population of five, six or eight millions, its production will be so great that when exported either by the Hudson's Bay route, by the Canadian Pacific Railway or Port Arthur, I care not which, and launched on the Liverpool markets, those who schedule the breadstuffs and make up the prices for the season will not only ask how much is the production in England, in Russia, or in India or the United States, but the great question will be what will be the export from Canada? (Cheers.) The production of Canada will regulate the prices of the bread markets of the world. This question has been dealt with so long and so variedly and by so many hon. gentlemen in the house, who have many years ago made their maiden speech, that there is very little left for me to say, and I feel that my remarks will have perhaps less interest

than they might have had at an earlier date. (Cries of go on, go on.) But there is one thing, in speaking of the country west for settlement, which I think is very important, and the reason I mention it is that in reading, as I always do, carefully the reports of the geological surveys, I find no mention is made of it, nor is it mentioned by any surveyor or others who have travelled through the country, as far as my information goes. I think, therefore, that I am perfectly justified in drawing attention to the fact that in the extreme Northwest building material will be so cheap that the difficulty mentioned by the member for Marquette with reference to building timber will be easily remedied. So on this question I also quite disagree with him. I am satisfied—I know it—that

THE CHEAPEST BUILDING MATERIAL,

of the most durable and beautiful quality that exists on this continent, exists in that Northwest Territory. I referred a few minutes ago to the large deposits of almost pure clay. Those beds are the deposits of the disintegration of the hill rocks, long before the country was settled, anyway, by its present inhabitants (laughter), and the lime which the rocks contained has been carried off while held in solution. The clay, almost pure, is deposited—and I refer especially to the coal regions—in immense beds over the coal. The only substance that these clay beds contain, aside from the clay, is a silicate sand which is insoluble in water. What drew my attention to this was, that I saw at various places on the river banks, natural brick kilns, burnt and almost ready for the carter, of acres and acres in extent. It came about in this way. The deposits were made over the coal beds by the action of water. In the course of time, ravines have been formed and cut through the coal beds. Eventually the grass grew over the ravines, and, by some accidents in prairie fires, the coal caught fire, and continued back for acres under the surface, converting the whole superincumbent mass, from 150 to 200 feet, into one mass of beautiful brick. (Hear, hear.) It is to the

CHARACTER OF THE BRICK

that I wish to draw the attention of the house to at this point. It is a brick formed from the clay, entirely devoid of lime, containing a silicate sand. In burning, after mixture, there is no expansion from particles of lime. The brick is almost

perfectly compact. It is a silicious brick. It is a crude glass, impervious to water, and almost indestructible by atmospheric influence. I found blocks in the Saskatchewan and in the Bow River, and north in the Red Deer River, which must have lain there, perhaps, for a thousand years, where they had fallen off, by the action of water and weather, into the rivers. Taking them up and breaking them with my hatchet, I found they were perfectly dry inside. Taking up ordinary limestone pebbles and smashing them, I could see evidence of porosity and moisture there, convincing me that that brick was more impervious to water than our blue limestone. I found, where they had drifted down the river for many miles, they were as smooth as any slate I ever saw having been polished by the action of the water. So much with reference to the building material. There is a scarcity of wood, it is true, and transport will cost something, but in that country you find the clay almost everywhere overlying the material for converting it into brick—the coal beds—you find it over the whole country. This clay may be moulded into any form required for the construction of beautiful and substantial edifices, pillars, corners, lintels, mouldings, &c., and converted into indestructible brick on the spot by the coal that is always found underlying these clay deposits. There is another feature, that, when burnt, this brick may be polished, because it is so compact, and I saw thousands of evidences of its capability of being polished from the action of the water, as I mentioned before. That is not all, but these clay beds vary from 25 to 50 feet, which were deposited at several spaces of time, and are of different colours, the colour having been given, no doubt, by the character of the vegetable growth of the country at the time the deposit was made, and the colour fixed by the silic acid in the sand, which, I think the hon. the minister of finance, from his knowledge of chemistry, knows this is the acid that fixes all vegetable dyes. There you find, in one stratum, a clay which makes a beautiful garnet red brick; in the next, a nice brown; then a beautiful golden yellow; and, at the top, a snow white. (Hear, hear.) There is the material and the character and the profuseness of this supply. I am satisfied that when the country comes to be settled, the towns and villages there will be the handsomest, the most durable, and

the cheapest that were ever constructed on this continent, and that we will have ornamental buildings of material much more beautiful, because it takes a better polish, as indestructible as the New York brown stone, and at much less cost to the producer than the ordinary limestone rubble wall of Ottawa. So much as to the building material.

VEGETABLE PRODUCTIONS.

I have given my view of the water and the fuel, and have stated my opinion as to the soil and building material. I visited the Indian and other farms and saw the results in wheat, barley, pease and oats. Let me detain you a moment longer. The barley of the Northwest region will be the select barley of this continent. During the time of its grain maturation, the atmosphere is dry and clear, and such a thing as a bag of brown barley will never be produced. And, if my friends from Quebec will not take offence, I will say that, as for pease, the region is unsurpassed on this continent. I plucked pease, whole bundles of them, six miles south of Calgary, when I could count the pease in the pod 20 feet from the fence I was standing at. I forget to mention as to the vegetables. I myself plucked and pulled cabbages, carrots, turnips and beets on the 7th August, seven miles south of Calgary, took them on the buckboard to my tent, had them cooked and ate them, and can thus speak for the quality of them. I found one garden which would astonish some hon. gentlemen here, containing 15,000 heads of cabbage, and there is not a head in this house as large as any of them. (Laughter.)

THE RESOLUTIONS BEFORE THE HOUSE.

Just one word in conclusion as to the resolutions. As having had the honour of a seat in the house for a number of years, I think I am able to read between the lines, and to understand the cause of the opposition to these resolutions. If my memory serves me aright, and I think it does, I have heard it stated by hon. gentlemen opposite in this house—or if not in the house, in the vicinity of it—that all the money capacity of 4,500,000 Canadians, backed by the endorsement of Great Britain, could not build that road in the ten years specified in the original contract. Now, we have almost indubitable evidence that within half the specified time the road will be constructed. And by whom? Under whose auspices? By the conservative party. Hence the feeling of antipathy. Is that

feeling patriotic; is it statesmanlike? No. I must say that it would, perhaps, have been better if there had been no necessity for making this loan. It would have been better if circumstances had not placed the company in a position that obliged them to ask for this loan. But since they have come back to us and have plainly, distinctly, and, I have a right to assume, honestly and fairly, laid before the government, and the government before the house, the cause of the difficulty, I think they are entitled to favourable consideration. I look at the matter, not from a Canadian Pacific Railway standpoint, not from a partisan standpoint, but from a broad national standpoint. Whatever question there may have been under the old contract as to the security offered for the performance of the work, this new arrangement makes it infinitely better. So that on the ground of security, my mind is perfectly clear.

IMPORTANCE OF EARLY CONSTRUCTION.

As to the object to be attained by the early construction, I am equally clear. It is well known to every hon. gentleman in this house that both the Canadian Pacific Railway Company and the Canadian Government, through the Minister of Agriculture, have advertised in every country in Europe, I believe in almost every language spoken in Europe, in a manner and with a profuseness that has never been done before. The result is that we are attracting to-day the attention of the people at a specially opportune season in Europe in our endeavour to procure immigrants. It is well known to everyone who reads the newspapers that there are social commotions in all the over-crowded districts in Europe, such commotions as never existed before—land difficulties in Ireland, and land difficulties in Scotland, too; Communism in Germany and Nihilism in Russia. These people

are looking for some escape, for some country where they can go and reap the reward of their labour. We have so advertised the country, we have so directed attention to it, that the earlier we give them a through Canadian route, unembarrassed and unobstructed by rival land agents, or hindered or annoyed by Custom House regulations, the better for the country and the greater the volume of immigration we will secure. (Cheers.) The railway company having informed the government that they will be able to finish the road within half the time allowed by the contract, these people in Europe have been advised of that fact, and to suspend the construction of the road under present circumstances for six years longer, would lose us a large proportion of that immigration. Once the tide of immigration, like any other enormous tide, is flowing in any special direction, it requires a greater amount of exertion to arrest it than it does to hold it after it is started. (Hear, hear.) One circumstance struck me to-day in a discussion that took place in another part of this building—in committee. A gentleman gave us in figures his estimate of the advantages to the country from the emigration into the North-West, considering the money they brought in, the revenue the country will derive from their consumption of dutiable goods, etc., and he estimated that the 80,000 immigrants who came in last year represented an increase of \$5,000,000 to the wealth of the country. Now, if, for the next six years, we have the same amount of immigration, and no greater, it will represent an addition to the fixed capital of the Dominion of \$30,000,000, and, in addition, the enormous value of the labour productions of these people. That, to my mind, is alone sufficient to warrant the loan, and I shall vote for it. (Loud cheers).

